IN THE CLAIMS

Please amend the claims as follows:

Claims 1-22 (Canceled).

Claim 23 (New): Mobile test rig for tires, which is composed of a self-driven platform, capable of following rectilinear and circular trajectories, and which comprises:

an instrument module for testing a wheel-tire assembly to be tested, which permits the assembly to be orientated in all directions, to lean the assembly, and to apply a vertical effort to the assembly;

first swivelling axles, equipped with suspensions and driving wheels;

a processing unit associated to a memory; and

means for controlling a test cycle permitting orientation of the assembly, and a load applied to the assembly, to be controlled.

Claim 24 (New): Test rig of claim 23, further comprising acquisition and trajectory control means associated to a positioning system.

Claim 25 (New): Test rig according to claim 23, which can be piloted remotely.

Claim 26 (New): Test rig of claim 25, further comprising radio communication means permitting communication with a control unit.

Claim 27 (New): Test rig of claim 23, which can be transported.

Claim 28 (New): Test rig according to claim 23, further comprising second swivelling axles, equipped with suspensions and non driving wheels.

Claim 29 (New): Test rig according to claim 23, in which each axle is equipped with four wheels.

Claim 30 (New): Test rig of claim 29, which comprises eight axles equipped with driving wheels, and four axles equipped with non-driving wheels.

Claim 31 (New): Test rig of claim 23, in which the instrument module comprises one first actuator permitting vertical efforts applied to the tire to be tested to be generated and at least one second actuator permitting the tire to be leant.

Claim 32 (New): Test rig of claim 23, further comprising two diesel motors driving at least two hydraulic pumps, one for a left part of the platform, one for a right part of the platform.

Claim 33 (New): Test rig according to claim 23, in which each axle is equipped with an actuator for adjusting height of the platform.

Claim 34 (New): Test rig of claim 23, further comprising at least one camera permitting the trajectory to be monitored, and at least one camera permitting deformations of the tire to be tested to be assessed.

Claim 35 (New): Test rig of claim 23, further comprising traction/compression sensors situated at an interface of a spindle of a wheel equipped with the tire to be tested and a fork holding the tire.

Claim 36 (New): Test rig of claim 30, further comprising:

two sensors to measure longitudinal effort and moment around the vertical axis;

two sensors to measure the vertical effort and moment around the longitudinal axis;

one sensor to measure lateral effort;

one sensor to measure moment around the lateral axis;

one sensor to measure braking torque.

Claim 37 (New): Test rig of claim 23, further comprising a flashing light signal system, and a siren.

Claim 38 (New): Test rig of claim 23, in which the instrument module is situated in a center of the platform.

Claim 39 (New): Test rig of claim 23, in which the instrument module comprises an actuator assisted by fixed and/or removable ballasts permitting vertical efforts applied to the tire to be tested to be generated.

Claim 40 (New): Test rig according to claim 23, which can be dismantled and that is formed by three balanced parts of two half platforms and the instrument module.

Claim 41 (New): Test rig of claim 40, in which the two half platforms are self-driven.

Claim 42 (New): Test rig according to claim 23, in which the wheel-tire assembly to be tested is an aircraft wheel-tire assembly.

Claim 43 (New): Implementation process of the test rig according to claim 23 comprising:

positioning the test rig in one position of a test track;

learning an ideal trajectory, by moving the test rig at low speed along a longitudinal axis of the track, with acquisition of points of the trajectory using the positioning system; and

one or more test steps.

Claim 44 (New): Process of claim 43, in which each step of the test comprises:

a phase of speeding up the test rig;

a test phase during which a series of skid angles of the tire to be tested, pre-programmed and uploaded onto the test rig, is launched; and

a stop phase.